

HISTORIC AMERICAN ENGINEERING RECORD

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HAER
NY
15-BUF
33A-

GREATER BUFFALO INTERNATIONAL AIRPORT,
MAINTENANCE HANGAR
(American Airlines Maintenance Hangar)
(USAir Maintenance Hangar)
Buffalo
Erie County
New York

HAER No. NY-309-A

NOTE: For additional documentation of Greater Buffalo International Airport see HABS No. NY-1782

Jet Lowe, Photographer,

- NY-309-A-1 WEST ELEVATION OF USAIR MAINTENANCE HANGAR AT GREATER BUFFALO INTERNATIONAL AIRPORT. A BOEING 737-200 HAS BEEN TOWED IN FOR AN OVERNIGHT (BALANCE) CHECK. THE TAIL DOCK STANDS ARE IN POSITION AT THE REAR OF THE AIRCRAFT TO FACILITATE INSPECTION. MAINTENANCE CREWS PERFORM NIGHTLY SERVICE ON UP TO 6 AIRCRAFT. THE NORMAL SEQUENCE OF 12 ROUTINE CHECKS COVERS SEVEN BASIC AREAS: INTERIOR, EXTERIOR, WINGS, LANDING GEAR, TAIL, AUXILIARY POWER UNIT (APU), AND ENGINES. THE WORK FORCE CONSISTS OF 5 INSPECTORS, 3 LEAD MECHANICS, AND 24 MECHANICS; NIGHTLY SCHEDULES ARE COORDINATED BY A PLANNER.
- NY-309-A-2 MCDONNELL DOUGLAS DC-9 IN ZONE 4 FOR BASIC TRANSIT CHECK. STATIC PORTS AND AIR INTAKES ON ENGINES ARE COVERED PRIOR TO WASHING.
- NY-300-A-3 RIGHT PROFILE OF BOEING 737-200 AS VIEWED FROM ACCESS STAND.
- NY-300-A-4 NOSE OF BOEING 737-200, LOOKING BACK TO AIR CONDITIONING BAYS.
- NY-300-A-5 RIGHT ENGINE MAINTENANCE ON BOEING 737-200. THE COWLING OF THE RIGHT ENGINE IS OPEN, AND THE CREW IS WORKING ON THE JACK SCREWS THAT REGULATE THE FLAPS. MECHANICS WILL CHANGE ALL FUEL AND OIL FILTERS AS WELL AS CHECKING CHIP DETECTORS FOR METAL PARTICLES THAT INDICATE BEARING FAILURE.

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- NY-300-A-6 FRONT DETAIL OF RIGHT ENGINE AND WING. MECHANICS CHECK METAL CHIP DETECTOR ON RIGHT ENGINE. THE LEADING EDGE FLAPS ON THE RIGHT WING ARE DOWN PRIOR TO LUBRICATION.
- NY-300-A-7 DETAIL OF UNDERSIDE OF RIGHT WING. AFTER DOCKING, THE FIRST STEP IN MAINTENANCE IS TO OPEN UP THOSE AREAS OF THE AIRCRAFT THAT REQUIRE SERVICING. IN THIS VIEW WING SLATS, KRUGER FLAPS, AND TRAILING EDGE FLAPS ARE ALL DOWN; THRUST REVERSERS ARE IN THE OPEN POSITION; ENGINE COWLING IS OPEN.
- NY-300-A-8 REAR DETAIL OF RIGHT ENGINE AND WING. THRUST REVERSER REMAINS OPEN. MECHANICS JONI BAINE (R) AND BILL THEODORE (L) OPEN FLAP CARRIAGE ACCESS WITH AN IMPACT GUN. THEY WILL CHECK TRANSMISSION FLUID AND OIL THE JACK SCREW. AT FAR LEFT UTILITY MECHANICS BEGIN BODY POLISHING.
- NY-300-A-9 REAR DETAIL OF RIGHT ENGINE AND WING. FLAPS REMAIN DOWN AND SPOILERS UP. THIS CONFIGURATION IS AUTOMATICALLY ACTIVATED ON ROLLOUT.
- NY-300-A-10 SIDE DETAIL OF LEFT ENGINE MAINTENANCE. FLAPS ARE RESTRAINED WITH LOCKS TO FACILITATE LUBRICATION. ENGINE IDENTIFIED AS #709075, PRATT & WHITNEY 200 JT 8 MODEL.
- NY-300-A-11 VIEW OF BOEING 737-200 FUSELAGE FROM TOP LEVEL OF TAIL DOCK AND. A NEW SAFETY CABLE FROM THE TAIL DOCK WILL ALLOW INSPECTORS TO WALK UP AND DOWN THE FUSELAGE TO CHECK FOR CRACKS OR MISSING FASTENERS.
- NY-300-A-12 VIEW OF LEFT WING AND FUSELAGE FROM TOP LEVEL OF TAIL DOCK STAND. LEADING AND TRAILING EDGE FLAPS ARE DOWN; AIELERONS ARE IN NEUTRAL. ENGINE COWLING OFF FOR HEAVY INSPECTION.
- NY-300-A-13 LEFT WING AND FUSELAGE FROM THIRD LEVEL OF TAIL DOCK STAND. THE WING IS PREPARED FOR BASIC LUBRICATION WITH E SPOILER BOARDS UP AND ALL SAFETY LOCKS IN PLACE TO PROTECT MECHANICS FROM INJURY. ON THE WING AN INSPECTOR CHECKS THE ACTUATORS.

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- NY-300-A-14 REAR PROFILE OF TAIL FROM SECOND LEVEL OF TAIL DOCK STAND, SHOWING AIRCRAFT NUMBER (319), HORIZONTAL STABILIZER, TAIL CONE AND COOLING CTS FOR THE AUXILIARY POWER UNIT (APU), MECHANIC PAUL RIDEOUT IS LOWERING THE BALANCE PANELS ON THE STABILIZERS FOR LUBRICATION AND INSPECTION.
- NY-300-A-15 STOCKROOM ("STORES") AT USAIR MAINTENANCE HANGAR, SHOWING TEST EQUIPMENT SHELVES (R) "BLACK BOX" NAVIGATION EQUIPMENT ("ROTABLES'-L) IN ADDITION TO FURNISHING MECHANICS TEST EQUIPMENT AND TOOLS, ROTABLES AND REPAIRABLE OR EXPENDABLE PARTS, THE COMPUTERIZED STORES OPERATION ALSO PROVIDES IN-FLIGHT AND CABIN SUPPLIES.